

THE AMERICAN ROLL OF HONOR

Carries a Total of Ninety
Names on It To-
day

SEVENTEEN REPORTED KILLED IN ACTION

But One Vermonter's Name
in To-day's List
of Casualties

Washington, Aug. 17.—The army casualty list to-day shows:
Killed in action, 17; died of wounds, 1; died of accidents and other causes, 2; wounded severely, 31; wounded, degree undetermined, 20; missing in action, 19. Total, 90.

The list:

Killed in Action.
Lieut. Bernard L. Rice, Sparta, Wis.
Sgt. Alfred J. Ortmann, Columbus, O.
Sgt. Brewster C. Schoch, Selins Grove, Pa.
Corp. John W. Armstrong, Jonesboro, Tenn.
Corp. Edward S. Mulligan, New York.
Wagoner John R. Massey, Princeton, N.C.
Wagoner Charles E. Scott, Hutchinson, Kan.
Pvt. Melvin Burrows, Volga, S. D.
Pvt. Lake Cooperider, Pea Ridge, Ark.
Pvt. Charles E. Cummings, North Hanover, Mass.
Pvt. Charles Denesley, Riverton, Utah.
Pvt. Benjamin E. Gunnell, Arlington, N. J.
Pvt. Albert Hopland, Eleva, Wis.
Pvt. James Mead, Sandusky, Wis.
Pvt. Roger R. Ramsey, Boston.
Pvt. Jewett J. Swearingen, Kansas City, Mo.
Pvt. Florent Tsiatras, Indiana Harbor, Ind.

Died of Wounds.

Pvt. John Johnson, Bellaire, O.

Died of Accident and Other Causes.

Pvt. Roy Baker, Rensselaer, N. Y.

Pvt. Andrew Hess, McKees Rocks, Pa.

Wounded Severely Include.

Lieut. Dudley E. Bell, Briston, Pa.

Pvt. Samuel Barnhart, Curtin, Pa.

Pvt. Donna Byron, Brightwood, Mass.

Pvt. Lewis G. Caldwell, Concord Junction, Mass.

Pvt. William Clark, South Coventry, Conn.

Pvt. Samuel Humphrey, Logania, Pa.

Pvt. Joseph M. Moeller, 21 Washington St., South Norwalk, Conn.

Pvt. D. W. Olschefske, Hartford, Conn.

Pvt. Anthony Letinsky, Torrington, Conn.

Pvt. Philip S. Weaving, Naugatuck, Conn.

Wounded, Degree Undetermined, Include.

Pvt. Benny J. Sandlow, Camden, N. J.

Missing in Action Include.

Corp. Richard J. Galligan, New Brunswick, N. J.

Corp. John F. Hinchey, Hydeville, Vt.

Corp. John E. Kestler, Baltimore, Md.

Pvt. Harry Atlas, Philadelphia, Pa.

Pvt. Nelson Boyer, Treverton, Pa.

Pvt. George W. Corry, Philadelphia, Pa.

Pvt. Leslie H. Crabtree, Philadelphia, Pa.

Pvt. Angelo D'Alessandro, Philadelphia, Pa.

Pvt. Leon S. Drew, Newport, N. H.

Pvt. Edward L. Garrison, Providence, R. I.

Pvt. Zenovy Minich, 7 Palisade Ave., Bridgeport, Conn.

DIED, SEEKING TO AVENGE MURDER

Of His Father and Five Sisters By the
Germans and Turks in
Smyrna.

Pittsfield, Mass., Aug. 17.—Entering the service with the avowed intention of avenging the murder of his father and five sisters by the Germans and Turks, Private Steve E. Christian, 22 years old of this city, has been killed in action. Although an alien, Christian waived all claims to exemption and requested the local board to be inducted into service. He went to Camp Hancock in March and to France in May. Last year his father and five sisters were massacred by Germans and Turks in Smyrna, Turkey, because they would not turn over money and property to the Turks. As soon as Private Christian received word of the massacre he reported to the local board and asked to be sent to camp as soon as possible. He is the first drafted man from this city to be killed in action.

MARIAN GIVEN FREEDOM.

When Officers Came for Him He Was Gone.

Great Barrington, Mass., Aug. 16.—Detective Rocco Cavone of New York City arrived yesterday with requisition papers for Michael Marian, alias Merren, wanted in New York on a charge of attempting to murder his wife, only to find the prisoner had been discharged by the court yesterday. Marian had been held since August 2 and when no officers appeared to take him back to New York he was allowed his freedom. Marian has left town and his whereabouts are not known. Delay in securing requisition papers is given as the reason for the detective not coming before yesterday.

RAILROAD 130 MILES LONG WAS BUILT IN 100 DAYS

Connects Northern and Southern Systems Behind the Front in France—
Has Bridges and Tunnel.

Paris, Aug. 17.—A railroad more than 130 miles in length behind the front has been built in less than 100 days, and was opened for traffic Thursday. Its purpose is to improve the communication between the northern and southern parts of the northern railroad system. The construction of the line involved building of two important bridges and a tunnel 1,125 feet in length.

School Kitchens Are Canning Centers.

Home demonstration agents are receiving the heartiest co-operation from school boards in all parts of the country. A large number of school kitchens have been turned into canning centers this summer and the home economics students of the high schools are helping the agents with the canning and drying work. Drying frames have been made by the boys in the manual training classes of some of the schools, and special instruction in both canning and drying has been given to the girls by the home demonstration agent or under her supervision.

A SUCCESSFUL MEDICINAL COMBINATION

and one that had long been needed and had not seemed to be possible, is Hood's Sarsaparilla taken before eating and Pepton after eating. These two great medicines supplement each other in purifying and enriching the blood, strengthening and toning the nerves, putting life into the body and color into the face. Taken in conjunction, they are the ideal remedy for the blood and nerves. If a laxative is needed, take Hood's Pills. All druggists.—Adv.

THE SHIPPING BOARD'S PAPER

Designed to Convey Merchant Marine
News and to Attract Men to
the Service.

Boston, Aug. 17.—The United States shipping board has begun publication of a weekly journal as an aid to its campaign to recruit men for service on America's new merchant marine. Called "The Merchant Mariner," and with Edwin Reynolds, formerly a newspaper man in Boston and now a special agent of the shipping board, as managing editor, this service newspaper is designed not alone to convey merchant marine news to the men already enrolled, but to attract to this sea trade \$5,000 others to man the cargo carriers recently launched or under construction.

"The Merchant Mariner" announces that the steamship President, recently acquired for the use of the shipping board's recruiting service as a station ship, is the 10th vessel to enter this training fleet. Apprentices are enlisting from all parts of the country, the paper explains, and the President, after being refitted, will accommodate these newcomers. The activities of all the ships of this fleet are placed before the public so that the progress of this branch of the shipping board's work may be observed.

Late in the month the enrollments had passed the 15,000 mark, with Massachusetts leading with 3,198, New York second with 1,853, Pennsylvania third with 900, and Ohio fourth with 820.

"Enrolling has not struck its stride in all the states as yet," the publication announces, "and the figures of enrollments will have rapid growth in the near future, with possible frequent changes in the relative standing of the leading states. Recruits are now being accepted on the training vessels at the rate of 80 to 100 a day."

Of particular interest to New England is the statement that the coal crisis in the six states has led to call for volunteers from the training service to serve in crews of colliers engaged in coastwise trade. The shipping board, the paper states in this connection, "is considering a special distinction for the men who volunteer for the coal-carrying trade and remain in it for three months or more."

"The Merchant Mariner" is published at the national headquarters of the shipping board's recruiting, in the custom house in Boston.

AMERICAN BUILT MACHINES IN FLIGHT

18 DeHavilland Airships Successfully
Carry Out Flight Behind the
German Lines.

Washington, Aug. 17.—General Pershing yesterday advised the war department that early in August a complete squadron of 18 DeHavilland four airships built in the United States and equipped with Liberty motors successfully carried out the first reconnaissance flight of American built machines behind the German lines. They returned without loss.

WE MUST CONTINUE STRUGGLE

For Our Enemies (the Allies) Show Little
Incination for Peace.

Amsterdam, Aug. 16.—Commenting on the recent interview given by Admiral von Hintze, the German foreign secretary, in which he laid the responsibility for continuation of the war upon the entente, the Frankfort Gazette says: "We must continue the hard and bitter struggle for the defense of the fatherland, for our enemies show little inclination for peace, and neither from Lloyd George nor Clemenceau is any readiness for an understanding to be expected."

"The daily increasing influence of America upon the entente is of still greater importance. Any sign of desire for an understanding on the part of the European allies is counterbalanced by the war craze of the United States. In such cases there is nothing to be done but arm ourselves with courage and perseverance for the next developments."

PRESIDENT WRITES "AD."

Will Help Liberty Loan Campaign September 28.

Washington, D. C., Aug. 17.—President Wilson has written an autograph appeal on behalf of the fourth Liberty loan to be published in full-page newspaper advertisements, and shown on moving picture screens Sept. 28, the opening day of the three-week loan campaign. In announcing this Thursday the Liberty loan publicity bureau also said arrangements had been made for the publication daily throughout the loan period of display advertisements in newspapers and magazines consisting of special pleas written by prominent men, including Secretary Baker, Gen. Pershing, Charles M. Schwab, Samuel Gompers and others.

NO MORE AMERICAN NAMES

For German Steamers, but We Can
Stand It.

Amsterdam, Aug. 17.—The renaming of the German ships seized in American ports causes the Weser Zeitung of Bremen to question whether in future German ships should ever be given foreign names again. Even names such as President Lincoln and President Grant, the paper says, have become impossible. It asks: Can anyone imagine a liner named the President Wilson built in a German yard and flying the black, white and red colors?

Hadley Boss Woodchopper.

Boulder, Colo., Aug. 17.—Herbert S. Hadley, former governor of Missouri, now professor of law at the University of Colorado, is a boss woodchopper. As evidence of his prowess with the axe, he has piled up on a sliding near a railroad 50 cords of pitch wood ready for consumers. About 15 university students helped in the chopping, all paid by Professor Hadley, who is head of the patriotic league of the university.

OLDEST MEMBER OF SENATE DEAD

Jacob H. Gallinger of New
Hampshire Dies in
Hospital

IN U. S. SENATE TWENTY-SEVEN YEARS

Had Been Active as Minor-
ity Leader Until Very
Recently

Franklin, N. H., Aug. 17.—United States Senator Jacob H. Gallinger of New Hampshire died at a hospital here early today.

When Senator Gallinger returned from Washington to his summer home at Salisbury Heights, near here, in July, he was in poor health. A few days ago his condition became so much worse that upon the advice of his physician he was brought to a hospital here. Death was attributed to arterio-sclerosis.

At the senator's bedside was Mrs. Ralph Gallinger, widow of Senator Gallinger's only son, who was killed in an automobile accident a few years ago.

Senator Jacob Harold Gallinger of New Hampshire was the oldest member of the United States Senate both in years and in point of service. Ever since 1891 he had been a conspicuous figure in its discussions, but ranking as a dominating figure in its leadership and in the councils of the Republican party. As minority leader, the senator had been active until quite recently, despite his advancing years.

Born on a farm at Cornwall, Ontario, 81 years ago, he crossed the border to the United States early in life. He was a printer first, then studied medicine and practiced as a physician and surgeon for 23 years. In 1872 he entered the New Hampshire House of Representatives, beginning political activities that continued to the end of his life. Gallinger made the second speech for Benjamin Harrison for president in the national Republican convention of 1888 and frequently was a New Hampshire delegate to the national conventions. A military title he bore in the early days when he was surgeon general of the New Hampshire National Guard—brigadier general—was forgotten during his Washington career, where he was proud of the title of "doctor." He served in the House in the forty-ninth and fiftieth Congresses.

During his continuous service of 27 years in the Senate, he had been active on the committees dealing with finance, appropriations, rules and government of the Senate, and on the committee on the Pacific coast. He was a member of the committee on the Pacific coast bill to build up the American merchant marine, and it passed the Senate only to fail in the House. He was the Republican nominee for president pro tem of the Senate in 1911. Two months later, when his son, Ralph Gallinger, was killed in an automobile accident, he suffered so great a shock that he was unable to perform his duties in the Senate for a long time.

Always forceful in his public declarations, Mr. Gallinger created a sensation by telling the Senate lobby committee in 1913 that President Wilson has come "seriously near lobbying" in connection with the tariff bill. He declared that in his four years in the House and 22 years in the Senate he had never encountered improper influences nor lobby methods, and that he had "no interests outside of a little rocky farm in New Hampshire," where he raises hay and apples.

The senator made a long fight against confirmation of George S. Rublee of New Hampshire as a member of the federal trade commission, which eventually resulted in his Rublee leaving the board after serving without confirmation and on recess appointments.

During the war, Senator Gallinger had stood with the president on national defense measures. He had pending a resolution for a day of prayer for welfare of the American cause in the war.

Senator Gallinger married in 1860, Mary Ann Bailey of Salisbury, N. H., who died in Washington in 1907.

50,000 WOMEN NEEDED

BY JULY 1, NEXT YEAR

To Care for the Sick and Wounded in
the American Army, Says Sur-
geon General Gorgas.

Washington, D. C., Aug. 17.—Fifty thousand women will be needed by July 1 next year to assist in the care of the sick and wounded of the American army, Surgeon General Gorgas stated yesterday in announcing that young wives with husbands fighting in France would be accepted as hospital assistants.

The majority of the 50,000 women must be trained nurses and available for service overseas. To supplement the supply of graduate nurses the army medical department has established the army school of nursing, at which physically fit young women between 21 and 35 years will be trained and sent abroad as the need arises.

Fully 15,000 women can be used as hospital assistants or student nurses in the United States.

SUGAR-SAVING CANNING.

Sugar Beet Syrup.

1. Wash sugar beets thoroughly with scrubbing brush.
 2. Cut off tops at lowest leaf scar.
 3. Pare; cut in thin slices.
 4. Pour boiling water over beets to cover; allow to stand in closed container one hour.
 5. Strain off the juice through cheese cloth to separate it from the pulp.
 6. Put strained juice in kettle; boil to a syrupy consistence; skim continuously.
 7. Remove; pour immediately into hot sterilized containers.
 8. Process 10 minutes in boiling water.
 9. Remove from canner; seal completely.
 10. Cool, label, store.
- Beet syrup is good for all purposes for which other syrups or molasses are used.

ARE YOUR KIDNEYS WELL?

Many Barre People Know the Importance
of Healthy Kidneys.

The kidneys filter the blood. They work night and day. Well kidneys remove impurities. Weak kidneys allow impurities to multiply. No kidney ill should be neglected. There is possible danger in delay. If you have backache or urinary troubles.

If you are nervous, dizzy or worn out, begin treating your kidneys at once. Use a proven kidney remedy. None endorsed like Doan's Kidney Pills.

Recommended by thousands. Proved by Barre testimonial. Mrs. Wm. McKee, 28 Farewell street, Barre, says: "Always speak well of Doan's Kidney Pills, as I have used them for kidney complaint, and they have always been beneficial."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. McKee had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.—Adv.

DEFERRED CLASSIFIED FARMERS PLEDGE THEM- SELVES TO GOVERNMENT

Tell the Secretary of Agriculture They
Are Ready to Undertake Anything
They May Be Called Upon to
Do to Help Win the War.

Washington, D. C., Aug. 17.—"We are ready with a 110 per cent increase of wheat, or whatever else your department may call upon us to do to help win the war." That is the message that 1,400 farmers of Madison county, Indiana, flashed over the wires to the secretary of agriculture a few days ago.

It indicated also that men in deferred classifications realize that they owe a special duty to their country, for it came from farmers who have been given the opportunity to keep at agricultural production. The rest of the telegram, from H. S. Agster, rural director of the deferred registered men of Madison county, said: "Thirty-three hundred men met on Saturday and perfected the deferred registered men's organization of Madison county, Indiana. About 1,400 of us are farmers. Although our corn was severely frosted on the twenty-second day of June, we are going to increase our number of brood sows ten per cent."

Secretary Houston's Response.

In expressing the gratitude of the people of the country to this association of farmers, the secretary of agriculture sent the following telegram:

"Men who have been given deferred classification on occupational grounds owe a special service to their country. That you are conscious of this special responsibility is evidenced by your patriotic action in the organization of the deferred registered men of your county. It is gratifying to the department of agriculture to have this expression from you pledging increased food production in face of unfavorable weather conditions. Through the county agents the department of agriculture has encouraged action throughout the country similar to that taken in your county."

A LEAGUE OF AUSTRO- HUNGARIAN STATES

A Plan Is Adopted for The Formation
of Such Combination.

London, Aug. 16.—A plan has been adopted for the formation of a league of Austro-Hungarian states, to be autonomous in dealing with home affairs, according to a Vienna dispatch quoting the Czech Radical organ in the Austrian capital to that effect.

The Exchange Telegraph correspondent at Copenhagen transmits this dispatch as quoted in the Berlin Vossische Zeitung. The quotation from the Czech organ reads:

"It is learned from a reliable source that Premier Husarek has reached an understanding with the prominent representatives of all the Austrian parties for a complete revision of the Austrian constitution. It is planned to form a number of states that shall have home rule, including the German, Czech, Polish and South Slavonian states. These, with Hungary, will form a league of Austro-Hungarian states."

FIRST KNOCKOUT FOR TERRY.

The Pittsburgh Lightweight Knocks a
Boche Into Unconsciousness.

Paris, Aug. 17.—Forced in close bayonet fighting to use the butt of his gun across the head of a boche to lay him low, Terry Murphy, the Pittsburgh lightweight, unable to recover his gun rapidly enough next swung with his right fist at a German sentry who was ready to draw upon him and knocked the Hun into unconsciousness. It was Terry's first knockout in France.

Terry's unit was brigaded with the French in the sector about Chateau Thierry. He was one of hundreds of volunteers from his regiment to seek duty in the front line. It was the intention at first to have the volunteers proceed brigaded with a French battalion. They were given their proper formation and told to advance with actual fire. Further advance was to be made by the police leaving the American volunteers behind. At the point they were to stop, they were overcome with eagerness, went right along with the police and made a creditable showing.

WOMEN WORK ON TANKS.

In One British Factory the Whole Process
Carried Out by Women.

London, Aug. 17.—British women have proved their ability in the making of "tank" parts, and in one factory the whole process of tank manufacture is now carried out by women, says Miss Anderson, inspector of factories.

Shipyard work is considered by inspectors as "hard but healthy," while others see the same benefit to women in the heavy work of steel and iron works, blast furnaces, brick works and spelter works. A former in charge of a blast furnace said he would be willing to undertake any ferro-concrete work with women only.

AUDITING THE AUDITOR'S BOOKS

(Continued from first page.)

I discovered up to that time. On May 2 I notified him that the amount was much larger than stated in my former notice, and on May 9 I asked him for a conference with myself, the present auditor and the state treasurer at Montpelier. I later learned that he was at that time engaged in the trial of a state case and could not come to Montpelier. Since that time he has called for an itemized list of the unvouchered orders, and I am having such a list made for him.

I found upon making the examination of the vouchers on file that there were \$8,017.78 which Auditor Graham presented to me as vouchers and receipts for money paid out for extra clerical work, salary of employees and money disbursed by him for special highway work under the authority of the highway commissioner which are not now in the files of the auditor's account. Vouchers are on file in 1912 for \$8,790.94 in one voucher, a portion of which should be applied upon the balances of 1909 and 1910. My records show that when all the credits July 1, 1914, were applied in their proper places the balance to the auditor at that time was \$102,752. The two orders of \$1,200 and \$1,800, respectively, charged in different highway accounts in 1915, were checked in the regular checking of the list of orders issued, but were carried in those accounts as advances to the highway commissioner, and I supposed they were advances, and the highway commissioner was in the habit of drawing money from the treasury in anticipation of money from his department and sometimes quite large amounts, and I never took those into account in figuring the auditor's account. One of them now stands as a balance brought forward in red ink, and the other remains in the account as it was originally entered. None of the accounts in the auditor's account previous to the July 1, 1914, were brought forward in the auditor's account, and they are not now in the files of the auditor's account. The balance of the auditor's account for the year 1909 was not carried forward to the next year or red-inked and is not now. The same is true of the account for the year ending June 30, 1910. On June 30, 1911, there was a balance brought forward of \$205.71 into the next year. The balance for June 30, 1912, was not carried forward or red-inked. There was a balance for the balance of 1913-1914 which was carried forward. When I made the last previous examination of the auditor's books and papers, which was completed some time after July 1, 1915, I found a balance charged against him of \$2,459.95, which he had drawn to pay his clerk hire, expense and salary. And if the account had then stood as I had a right to suppose it did, and he had not drawn any more orders to himself during the term of his term, there would have been no deficit.

In my report to the legislature in 1916 I stated that the business of the treasurer's office and the auditor's office had so greatly increased in number of transactions and volume of business that it was not possible for the bank commissioner, without assistance, to properly examine these departments, and asked that the law be changed so as to require more frequent examinations of each of these departments, and that competent assistance should be provided so that the supervision of these departments might more nearly conform to that of the banks, but no action was taken upon this recommendation.

I think the legislature should provide for expert examination of the auditor's office and the treasurer's office; that these examinations should be once each quarter instead of annually, and that the examination should extend to all of the state offices required to collect any money belonging to the state. I think there should be a change in the methods in both these offices, whereby all disbursements should be approved by the governor, or there should be such a system of checking as will safeguard the funds of the state.

I think that no money should be advanced to any state officer for the payment of salaries and expenses of his department, but that the salaries and expenses of state officers and employees should be paid each month by the auditor instead of each three months.

In checking the accounts in the past years between the auditor's office and the treasurer's office, I learned that these two departments had a system of verifying orders each month and upon examination of the treasurer's office each year these verifications were produced and filed. I had supposed until recently that such verifications were a check both upon the auditor and the treasurer, but I find that it went only as far as to determine the number and amount of outstanding orders and had no relation to the use to which the orders were put.

The very large amount of business transacted by both these offices and the many different departments with which each has to deal—more especially the auditor's office—makes it imperative that examinations in future should be made by expert accountants who can give sufficient time to balance every account, but in order that this may be done it is necessary that the auditors should have prevailed for many years be reformed.

While I spent practically six weeks with my assistant and clerk in making this last examination, yet it must be understood that I could not in that time make a thorough examination of all the accounts in the office. That would be the work of many months for several persons. I am not prepared to say to the legislature that the amount of the shortage reported covers the entire deficit. The auditor, under the law, has very great powers, responsibilities and duties in the handling and settling of the accounts of the state, and there are at all times a great many settlements in progress. Many times vouchers are not filed and accounts finally settled for months after the account accrued, which makes key examination such as the bank commissioner can make, even with an assistant, difficult. When it is understood that the legislature repeatedly killed bills providing for assistance for the bank commissioner; that I did all the work of examining 35 banks twice a year, eight building and loan associations and from 80 to 100 investment companies alone, besides doing the administrative and supervisory work in the office until 1915, and built up the department from a box of blanks two feet square, which was all that was turned over to me when I took the office in 1909, to its present status, reasonable people will understand it is not possible for me to say that I am sure all the deficit has been found.

It is with deep regret that I am compelled to disagree with the recent published statement of Governor Graham as to the facts as shown by the auditor's books.

Frank C. Williams, Bank Com'r.

Montpelier, Aug. 16, 1918.

RUSSIA IS POWERLESS

To Take Any Part in Conflict in Murman District.

Harbin, Manchuria, Aug. 17 (correspondence of The Associated Press).—Russia is powerless to take any part in the impending conflict of allied and German affairs in the Murman district, according to the version of a recent speech by Premier Lenine, which has been received here.

"The English and French bourgeois have spent enormous sums on Murman and of course with mercenary purpose," asserted Lenine.

"They have landed troops to protect the Murman coast. We had no proper forces to prevent this. The German government demands that they be disarmed, telling us that if we cannot defend ourselves they will carry on the war in our territory."

Referring to the Ukraine, Lenine claimed that the Germans were met everywhere with desperate resistance. "To the Caucasus," Lenine points out, "the Soviet sent inquiries regarding the new frontiers which the Caucasian government laid claim to, but received no answer."

"We are not a great power. Of Russia nothing is left but Great Russia. For us the interests of universal socialism are higher than national interests. For us, the little down-trodden Great Britain stands far higher than that stupendous great power which sold itself to the imperialists with secret treaties."

"We cannot now conceal the fact that we are in favor of defense. We wish to defend our socialist fatherland. For this we must have a proletarian dictatorship."

"Scrambling" the Railroads.

A familiar epigram, attributed to the late John Pierpont Morgan, is, "You cannot unscramble an egg." When uttered—and it was uttered, or written, by somebody, if not by Mr. Morgan—it referred to the consolidations in the railroad and business world which the government was seeking to break up. One does not remember whether it was applied specifically to the New England transportation monopoly which was attempted by the New Haven railroad in the days when Mr. Morgan dominated the board of directors of that company. We have since seen that a transportation monopoly of New England, administered in the public interest, is not necessarily to be feared. The railroad administration has adopted vigorously the "scrambling" policy. New instances are coming to light every day. So numerous and pervasive are these consolidations that railroad men themselves are becoming convinced of the unlikelihood of a complete resumption after the war of the methods of separate and competing managements.

Within a fortnight a unified plan of despatching less-than-carload freight to points outside New England has gone into effect in Boston, and a similar plan is now being worked out for Worcester, Providence, Lynn and Springfield. Cars are to be sent directly to destination and will be despatched once, twice or three times a week, or every day in some cases. Under the new arrangement there will be no duplication of cars, and the necessity of handling freight at junction points will be eliminated. It is much as if the three railroads serving Boston had taken a map of the country and cut it up into sections, each railroad choosing the distant territory which it could most conveniently reach. Even though freight is accepted only once or twice a week, it will probably get to its destination more rapidly than otherwise, though in some cases not perhaps so rapidly as five years ago, before the congestion and war problems arose. So complete has been the division of functions that the particular freight house and even the door for receiving the less-than-carload lots are designated. Assuming that the new plan proves satisfactory, does it seem likely that the railroads will ever go back to the promiscuous soliciting and duplicated shipping of freight?

Within a few weeks freight houses in several New England cities and towns have been consolidated under a single management. At both Burlington, Vt., and White River Junction, Vt., one freight house has been eliminated, and at Ware in this state the same plan failed to go into effect at the last moment only because of some hitch in the arrangements. There is reason to believe that similar consolidations will be tried in some of the larger cities where freight houses and freight yards are even baser than the stations are conducted by rival companies. At Montpelier, Vt., all trains are now to leave from the Central Vermont station, and one old station, used by the Montpelier & Wells River railroad, has been abandoned. In that section of Vermont there has been a consolidation of the operating personnel, and Frederick C. Mayo, superintendent of the St. Johnsbury & Lake Champlain, has been intrusted with the added duties of superintendent of the Montpelier & Wells River and the Barre & Chelsea. If these arrangements prove beneficial and disclose no drawbacks to offset the economies that can doubtless be effected, it is likely that there will be a return to the expense of separate organizations after the war.

According to the Engineering News-Record, there is an intention to combine terminal facilities to a greater extent than has been done. It is even said that through trains of the Central railroad of New Jersey, the Lackawanna, the Lehigh Valley and the Erie, may be diverted to the Pennsylvania station in New York.

Housewives Released from Wheatless Pledge.

Housewives throughout the country who patriotically put their homes on a wheatless basis last spring have been released from their pledges to the food